FAA Review of Airport Master Plans

From ADO Perspective

By

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FAA Guidance & reference for AMP Preparation

- Primary guidance is FAA Advisory Circular (AC) 150/5070-6B, Airport Master Plans.
- For Design Standards, reference FAA Advisory Circular (AC) 150/5300-13, Airport Design, Change 9.

I. Establishing Purpose & Need

- It is recommended that the Airport Sponsor schedule a “Pre-Planning” session with FAA ADO staff, prior to an RFQ.
- The Pre-Planning session is an initial “needs determination” and helps establish the framework for subsequent AMP Scope of Services.
- The needs determination establishes why the Airport Master Plan Study is actually needed.
- Identifies the key current airport issues that need to be addressed in the AMP Study.

II. Purpose & Need …cont.

An Airport Sponsor may identify a ***need*** for a planning study due to the following:

- Design Standards issues
- Shortcomings in existing/old AMP
- Demand/capacity issues
- Introduction of new aircraft type
- Emergence of critical environmental problems
- Airport Sponsor has strategic vision

ADO Review of Key AMP Work Elements
"Meat & Potatoes"

- Forecasts
- Identification of facility needs
- Alternatives
- Environmental Inventory
- Capital Improvement Plan (CIP) and…
- ALP Drawing Set

Overview

I. Forecast Analysis

- Forecasts are defined as “projected” future levels of aviation activity.
- These projections are used to determine future airport facility requirements.
- The availability and level of Forecast data resources will vary significantly from airport to airport.
- As such, selection and application of appropriate methodology and techniques requires some degree of Consultant professional judgment.

II. Forecast Analysis …cont.

ADO Review Emphasis

Does the Forecast provide:

- National demand factors and Airport-specific demand influences.*
- Clear identification of Critical Aircraft (specific or composite).
- Clear identification of the Forecast data sources & methodology used.
- Validate any field observations (provide records) prior to using that activity component in the forecast assumptions!

III. Forecast Analysis …cont.

- Includes multiple scenarios:
  - Low Forecast scenario (with constraints)
  - High Forecast scenario (no constraints)
  - Recommended Preferred Forecast justified by a clear methodology.
- At minimum, include a comparison to the following published data sources: TAF, FAA Aerospace Forecast annual growth rates, Current Airport Master Record 5010.
- FAA Approval

I. Alternatives

- The Alternative options stem from the AMP's **identification of facility needs** for the short thru long-term planning horizon.
- Provides an organized approach to identifying & evaluating development options.
- Several viable Alternatives should be provided for each need identified.
- Airport could be under-planned if not enough viable Project Alternatives are discussed.

II. Alternatives …Cont.

The key determinations in the Alternative analysis include:

- ID of Alternative ways to address previously identified facility requirements.
- Evaluate each Alternative for strengths & weaknesses, as well as implications of each.
- Establish the recommended Alternative.

The Alternatives analysis provides the context for the subsequent environmental inventory.

I. Environmental Inventory

- The AMP's Environmental inventory is simply an overview of the airport's environmental setting.
- This overview is not intended to substitute for the "Affected Environment" section of an EA or EIS.
- Overview of obvious and/or possible presence of sensitive environmental resources, which could affect the planning of the proposed development.

II. Environmental Inventory…cont.

Benefits of Environmental Inventory include:

- Helps to determine if additional Alternatives are needed to avoid impacts.
- Maps areas with identified environmental resources.
- Helps to identify if any environmentally related permits may be required for the Preferred Alternative.

Capital Improvement Plan (CIP)

The CIP will contain all proposed projects to be funded with or without AIP Federal funds.

AIP eligibility can be referenced in FAA Order 5100.38C, *Airport Improvement Program Handbook*. Specifically, in the following paragraphs:

- paragraph 402.b. (Justified Airport Development)
- paragraph 428.a. (Aviation Forecasting)
- paragraph 505.b. (Documented Aeronautical Need)

ACIP & ALP

- The Airport Sponsor submitted Airport Capital Improvement Plan (ACIP) should selectively include justified & AIP eligible projects for the 1-5 year planning horizon.
- The ACIP should be properly sequenced.
- Prerequisite Planning and/or NEPA Environmental studies should precede the development line items.
- All ACIP work elements must be reflected on an FAA-Approved Airport Layout Plan (ALP)
- All proposed development, regardless of funding sources, must be depicted on the **ALP drawing set** and is subject to NEPA.

FAA Guidance & Coordination

For an effective AMP Study & issue-free deliverables, the ADO advises the Airport Sponsor to:

1. Coordinate with Planning staff at your local Airports District Office.

2. Schedule periodic meetings with the ADO as sections are being drafted, so as to discuss emerging issues.

3. Provide the ADO with timely copies of all AIP project deliverables, for review & FAA Determination.

The End

Thank You